

THE ILLUSTRATED WAR NEWS.
FEBRUARY 9, 1916.

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THE ILLUSTRATED WAR NEWS



IN A TRENCH IN THE BALKANS: BRITISH OFFICERS.

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EDITORIAL OFFICE: MILFORD LANE, STRAND, LONDON, W.C.

THE Illustrated London News

of FEBRUARY 5 contained:—

PHOTOGRAPHS OF THE DAMAGE DONE BY THE ZEPPELINS IN PARIS.

LAST SCENES AT THE EVACUATION OF GALLIPOLI—FROM A SKETCH BY A BRITISH NAVAL OFFICER WHO WAS AN EYE-WITNESS.

SEARCHING FOR BURIED UNEXPLODED SHELLS WITH AN INDUCTION BALANCE.

THE KING OF MONTENEGRO AT LYONS.

A REMARKABLE PHOTOGRAPH OF A FRENCH COMMUNICATION-TRENCH IN THE CHAMPAGNE ZONE.

YACHTSMEN ON WAR-DUTY.

BRITISH MONITORS BOMBARDING THE BELGIAN COAST—AN OFFICER'S DRAWING.

WOMAN REPLACING MAN IN FRANCE.

"PEACE PROPOSALS AND AFTER": BY DR. E. J. DILLON. FRENCH MILITARY AEROPLANES UNDER FIRE WHILE FLYING OVER THE GERMAN LINES.

THE "REVIVAL" OF THE ZEPPELIN: AN EXTRAORDINARY PHOTOGRAPH OF THE FORWARD GONDOLA OF ONE OF GERMANY'S RAIDERS.

THE RUSSIAN SIKORSKY BIPLANE, WHICH CAN CARRY SIXTEEN PEOPLE.

A SNAP-SHOT OF A RIFLE-GRENADE LEAVING THE BARREL.

THE SEA-POWER OF THE UNITED STATES: FIRING A TORPEDO FROM A DESTROYER; AND A BATTLESHIP'S BROADSIDE.

DRAWINGS OF KUT-EL-AMARA, ETC., ETC.

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By Royal
Appointment
to the
Court of Italy.

Is this Anxiety Yours ?

An Incident taken from the Notebook of a Glaxo Nurse.

ONE, Baby C., at three months old was obliged to be fed entirely from the bottle, Nature's own supply having failed utterly. The message came to the office through baby's father, who told of the distress they were experiencing, and the mother's anxiety over the failing health of the baby.

It had been given Glaxo for a week or more, but did not seem to be thriving; in fact, it seemed to be failing fast, and their disappointment was all the greater because they had friends who had reared beautiful children on Glaxo.

My first interview with baby's mother was rather sad; she had got all kinds of fears, and seemed to have almost made up her mind that there was something wrong with baby's head.

As it is our usual custom to impress upon the mother the wisdom of consulting a doctor if there is any real sign of ill-health, this was accordingly done.

We know from experience that it is wise with any baby, but more especially with these delicately balanced babies, to begin cautiously with the food; it is the lesser evil to give too little rather than too much, for with careful supervision baby's demands can be supplied with safety from the start. Baby C. had been given more food than she could normally digest, and the little stomach had to be re-educated.

We crept along by slow degrees—some days she would make us feel rather disheartened, but after the

first month she showed signs of improvement. From that time on she made steady progress, delighting her parents beyond all expectation. Quick and intelligent to a degree. Under twelve months she stood erect, a solid little rock of straight, firm flesh and bone, with a beautiful colour and ten very even white teeth.

At this age they had their work cut out to keep her from getting out into the street. The sturdy little body would make for the gate and the street directly she saw the opportunity, and they have had some anxious moments lest she should get out into the crowded thoroughfare, for they live in a populated part of London.

It seemed to puzzle the parents that she showed so quickly such great powers of intelligence, and it was a real pleasure to explain to them how a perfect food which supplies the body and brain with those elements which are necessary, and

nothing that is unnecessary, will not only build firm flesh and perfect bone, but will allow the brain to develop to the utmost through the perfect harmony and working and resting of all the other organs.

The Daddy is now serving with the colours, and I know so well that he has many a happy memory, and a longing, too, to see the sturdy, healthy little intelligent baby he left at home, and as I write this I send a silent wish that he may experience that great joy of returning and finding home and peace once more.

Glaxo

'Builds Bonnie Babies'

Ask Your Doctor!

An offer to Everyone who loves a Baby—the 96-page Glaxo Baby Book—no matter whether Baby is being fed on the Breast, Glaxo, or any other food. It is a book to be kept, studied, and treasured where there is a Baby. Send a penny postage for your copy to-day to GLAXO, 47 R, King's Road, St. Pancras, London, N.W.

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By Royal
Appointment
to the
Court of Spain.

The Illustrated War News.



EAGER TO BE THE LAST TO LEAVE: AUSTRALIANS CHARGING NEAR A TURKISH TRENCH JUST BEFORE THE EVACUATION OF "ANZAC."

Official Photograph supplied by G.N.

PETROGRAD.

help among the refugees
of the "Times." "In
in Roslavi alone, a small
souls."—[Photo. G.P.U.]

resaid; and

THE GREAT WAR.

THE end of last week was a prelude to the news we had reason to expect in this. Then the German effort on the earth in Artois had begun to dwindle, while their first efforts in the air were made plain over Paris. This, and the quietness on all fronts, as well as the darker nights and less boisterous atmosphere, led us to expect not very much from the military zones, and perhaps a great deal from Zeppelin altitudes. Both expectations have been fulfilled.

The first Zeppelin attack on Paris, made on Saturday night, was characteristically wanton. The bomb-dropping was done over an unmilitary, working-class district; and not only that, the assault was made from a height of about 10,000 feet, so that it is not probable that anything—save the fact they were over Paris—could be seen by the crews, and certainly no plan of action could be followed. The raid, indeed, seems to savour of a rather timid effort to prove that the French capital could be assailed. This suggestion is enforced by the raid that followed on Sunday night, when a Zeppelin only too readily dropped a cargo of incendiary bombs into empty fields and made off at the first suggestion of danger. Again, on Monday, another dirigible moved to threaten Paris, but, being picked up by a searchlight when about half-way, it returned with infinite discretion to its own lines. Yet wanton as these raids proved, the first of them, in any case, was responsible for sad loss of life and injury; 23 people, mainly civilians, being killed, and 30 injured. The raiders were aided



ON THE EASTERN FRONT: A HUNGARIAN LINESMAN CUTTING BARBED WIRE UNDER THE PROTECTION OF A SHIELD.

To creep forward with hand-clippers and snip through the strands of a barbed-wire entanglement is always dangerous, and in the circumstances shown above particularly so. The Hungarian seen cannot fail to be conspicuous in his dark uniform on the white snow, and a clear target for Russian sharpshooters, always on the alert in the trenches which lie near by on the further side of the barbed wire. He has, it will be noted, set up a steel shield in front of him to protect himself from bullets.

Photograph by Continphot.

by a mist which hampered the searchlights and the defending 'planes. Nevertheless, three French machines were able to locate and follow the dirigible, and one engaged it, with what result is not known. A report states that the Zeppelin was forced to come down in haste within the German lines, at Laon, but this is apocryphal. The Germans plead that the raids were "reprisals" for the French attacks on the open town of Freiburg. Even on this, their own standard of morality, a definitive attack on certain military works of an open town is a rather different affair from a haphazard volleying of bombs on to an unseen city.

The attack on England which took place on the night of Monday-Tuesday, was greater in scope, if as wild in direction. The raid was made by six or seven dirigibles, the largest number employed up to this, and the districts bombarded were the Eastern, North-Eastern, and Midland Counties. The Zeppelins, too, penetrated deeper into the country than they have attempted previously, and bombed, in addition to the towns and the pasturages of Norfolk, Suffolk, and Lincolnshire, certain points in Leicestershire, Staffordshire, and Derbyshire. The distance itself is not of very great moment, since an airship capable of making the run to London would find the range within its compass. The military sum total of the raid was practically nil. A trifling damage was done to the railway in some places; a few factories, not of military significance, and breweries were badly knocked about; and three other factories received slight damage. This was the destructive total on workshops and the like—the only excuse for such a raid—achieved by

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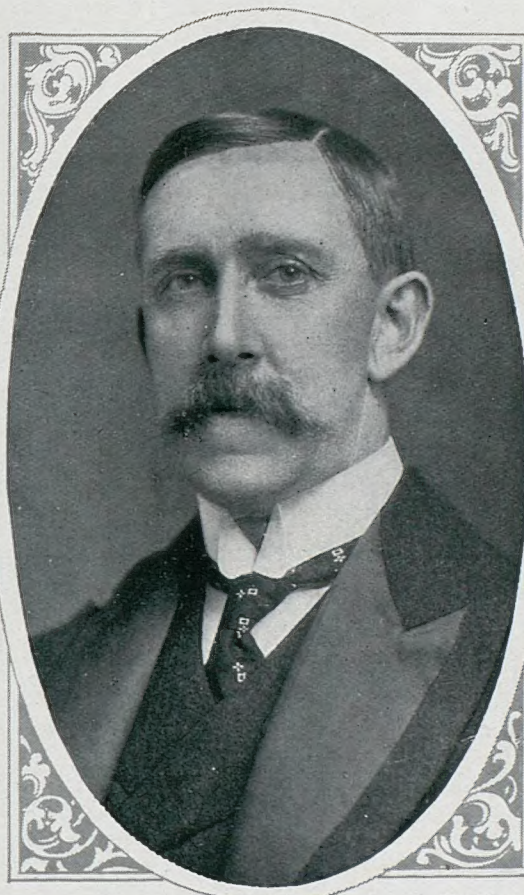
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MR. FREDERICK SETON JAMES, C.M.G.
New Colonial Secretary of the Straits Settlements.



SIR EDWARD MEREWETHER.
New Governor of the Leeward Islands.



MR. F.C. FULLER, C.M.G.
Chief Commissioner for Ashanti.

DISTINGUISHED PASSENGERS ON THE "APPAM": THREE BRITISH COLONIAL OFFICIALS WHO WERE ON BOARD THE CAPTURED LINER.

Among the passengers on board the Elder-Dempster liner "Appam" when she was captured by a disguised German raider were Sir Edward and Lady Merewether, Mr. Frederick Seton James, and Mr. and Mrs. F. C. Fuller. Sir Edward Merewether has been Governor and Commander-in-Chief of Sierra Leone since 1911, and was recently appointed Governor of the Leeward Islands. Mr. Frederick James,

Administrator of Lagos (Nigeria), has been appointed Colonial Secretary of the Straits Settlements. Mr. Francis Charles Fuller has been Chief Commissioner for Ashanti since 1905. The "Appam" put into Norfolk, Virginia, on February 1. The next evening Sir Edward Merewether and Messrs. James and Fuller were invited by the American authorities to land. On the 3rd all British subjects left the ship.—[Elliott and Fry.]

300 bombs. The figures of the killed and injured make painful reading. Of the 61 persons killed, 28 were women and 7 children. Of the 101 injured, 46 were women and 7 children. The casualties might have been heavier, but, as usual, many of the projectiles landed in fields, and proved harmless. The authorities give as an opinion that the Zeppelin commanders were hampered by the thick mist, and Berlin itself makes this

seem obvious, since she is confident that the children of Count Zeppelin dropped explosive and incendiary bombs on and near Liverpool, on the Birkenhead Docks, harbour, and factories, as well as on Manchester, Nottingham, Sheffield, and on the Humber and Great Yarmouth shipping establishments. However, the wildness of this statement is only an unimaginative effort beside the newspaper efforts in the romantic manner. To the German Pressmen the falling of those 300 bombs has, "to a considerable extent," shattered English industry. Our trading centres are ruined, and we sit amid the

bricks contemplating our inevitable bankruptcy. The men who can write like that must be brothers to those Americans who are afraid of coming to Great Britain for fear of stepping over the edge. In spite of German organisation, education, and culture, there appears to be a fair amount of homely unsophistication among the journalists, at least. But perhaps it is wise to have it there. In spite of them, however, and in plain fact, the raid was a big one; it was daring; it was carried out with at least an intention in scope, if it failed in fact: it resulted in a grave, and, on the whole, inexcusable, loss of life, and it had no military value whatsoever.

A point that seems to me worthy of a great deal of attention is the apparent length of time the raiders spent over this country. It is necessary to say "apparent," for eye-witnesses of air-raids are exceedingly human and fallible in their actual opinions, as we know. But from a certain definition in several reports it does seem conclusive that at least one of the Zeppelins was seen over the coast, and heading inland before five on Monday evening, and that one or more were seen heading seaward at five o'clock the next morning. There are accounts, also, which indicate that the dirigibles were cruising in more or less vain circles over districts for some time. This may not have been the case. The appearance of a

[Continued overleaf.]



CAPTURED BY A DISGUISED GERMAN RAIDER:
CAPTAIN HARRISON, OF THE "APPAM."

Capt. Henry G. Harrison was commanding the Elder-Dempster liner "Appam" when she was captured at sea by a mysterious German cruiser disguised as a tramp steamer. He is reported to have said that the raider was not the "Mowwe," but "a larger and more formidable vessel, whose name he would not divulge."



THE TURKISH HEIR-APPARENT'S MYSTERIOUS DEATH:
THE LATE PRINCE YUSSUF IZZ-ED-DIN.

It was announced on February 2 that the Turkish Heir-Apparent, Prince Yussuf Izz-ed-Din, a cousin of the Sultan, had committed suicide, as certified "by all the principal doctors of Constantinople." Rumour suggests that he may have been assassinated by order of Enver Pasha. It was reported recently that he wished to make peace with the Allies.—[Photo. by E.N.A.]



**MYSTERIOUS DEATH :
SUF IZZ-ED-DIN.**

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—[Photo. by E.N.A.]

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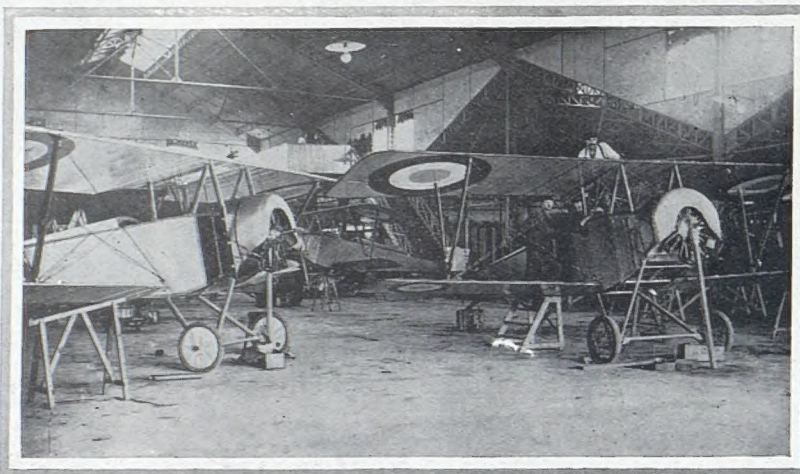


THE ENEMY'S WINTER CAMPAIGN IN THE BALKANS: HUNGARIAN TROOPS MARCHING THROUGH SNOW ON THEIR WAY TO THE SERBIAN FRONT.

It was not only the Serbians who suffered from the rigours of winter in the Balkans. The enemy's troops were also, of course, subjected to the same severe conditions. In connection with the Austro-Hungarian Army, it is said that the system of compulsory recruiting in Hungary during the war has been very drastic, and has caused great bitterness. Having to find an unlimited number of men to supply

the necessary reinforcements for armies on three fronts, the military authorities enrolled practically every male from boyhood up to the age of fifty. A Hungarian statistician recently estimated the number of recruits required as 37,000 a day. The Serbian campaign, he calculated, consumed over 12,000 a day in casualties and sick; the Russian front almost as many; and the Italian still more.—[Photo. by Continphot.]

fresh Zeppelin may have suggested to the watchers that it was the same craft which had attacked them already. All the same, from the facts we have, there is the suggestion that the raiders made a prolonged stay; and at the first glance it appears inconceivable that they should have been allowed to do so unmolested by our aircraft. But when we consider the breadth of the area bombarded, as well as the vague courses the enemy



STRENGTHENING THE FLYING CORPS : IN AN AEROPLANE FACTORY IN FRANCE—
FINISHING TOUCHES.

The demand from the front for all the aeroplanes that can be turned out is ever increasing in France. Owing to the immense care requisite in building fragile machines on the good workmanship in which men's lives depend, the strain on all at the factories is immense, but it is cheerfully borne. Our illustration shows finishing touches being put to almost completed machines.

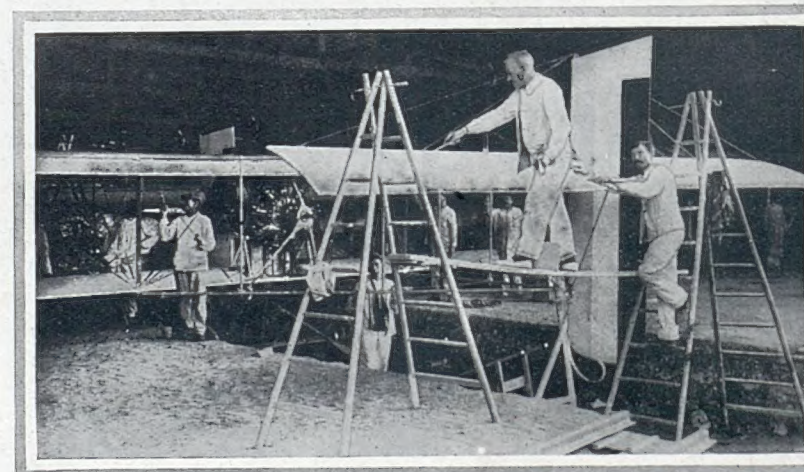
French War Office Photograph, supplied by Newspaper Illustrations.

steered, we realise the difficulty there would be of locating the Zeppelins, both in place and time. Yet though the long line of our coast adds complication to any scheme of air defensive, this matter does impress upon us the necessity of an abundance of aircraft if the menace is to be met at all. It seems to be proved by the Germanic air-attitude towards Paris—and I think the last raids go to clinch that proof—that an attack by many aeroplanes is the counter-guard against Zeppelins. We are not so happily placed in this respect as Paris, for the dirigibles do not fly over a thickly held military zone to reach our shores. But if we cannot obtain warning of approach, we should make so sure—by the ascent of many 'planes, and their sweep inland from the sea—that no dirigible, once it

passed over our coast-line, should ever return. This would make the mere fact of their crossing the North Sea an affair of inevitable danger. The problem, of course, is not a simple one. It cannot be settled off-hand by the deep and earnest voice of Fleet Street; and among the other points to consider is that which may concern the strategy of the big raid. The Germans by their prolonged raid northward may hope to lead us to thin the defences of London for the policing of the coast. If we forget what may be a main principle, and give way to a moment's anxiety, we may be playing into their hands.

The aerial week, in spite of raids, has not been without some satisfaction to the Allies. The first item against the German credit is the loss of the Zeppelin "L 19." On Wednesday morning the crew of the trawler *King Stephen* found the dirigible in a sinking condition in the North Sea, with the crew on the top platform asking to be taken off. The captain of the trawler, very naturally, refused to have his vessel and his crew of nine jeopardised by twenty-two Germans, and he headed for England to make his report. The Zeppelin was never found; but, later, Berlin issued the statement that she had not returned from a reconnoitring cruise, and the

(Continued overleaf.)



STRENGTHENING THE FLYING CORPS : IN AN AEROPLANE FACTORY IN FRANCE—
PAINTING AND VARNISHING.

Realising that the armies require as many aeroplanes as can be turned out, an immense number of aeroplane factories have sprung up all over France since the war began, at which the hands are employed by shifts, night and day. The men in the above illustration are working on machines in an intermediate stage of construction; painting and varnishing.

French War Office Photograph, supplied by Newspaper Illustrations.

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FACTORY IN FRANCE -

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Illustrations.



THE ENEMY HELD UP BY THE SNOWS OF RUSSIAN POLAND: HUNGARIAN SOLDIERS IN THEIR POSITIONS BEHIND WIRE ENTANGLEMENTS.

The Austro-German troops have suffered severely from the hardships of the winter campaign in Poland and other parts of Russia, hardships which the Russians are better acclimatised to endure. The Russian winter began early, and has been exceptionally rigorous. In the region of the Dwina, for example, it was stated towards the end of December that heavy snowfalls and drifts had stopped the German railway

traffic from their rear for days at a time, and that the ordinary roads were impassable to motors and other vehicles. In spite of their thorough preparations against the cold, and the fact that troops in the trenches were relieved at frequent intervals, large numbers of men have been more or less incapacitated by frostbite. The cold also hampered the work of aeroplane scouts.—[Photo. by Continist.]

people of Germany began to shout about the barbarity of the British who had left these raiders to drown. This was but an accidental victory, but in the realms of activity the Allies have also been doing well. The Russians have managed several excellent raids, especially about Dvinsk; there have been big flights from Salonika against the Bulgarian encampments, with heavy losses of life; and Zeppelins which have ventured towards the Allied lines in Thrace have been rendered timid by the warmth of their welcome. Finally, Paris is able to record the fifth victory in personal combat of one of its aviators, Sergeant-Pilot Guynemer.

Mining and artillery activity make up the most of the news on both the Eastern and Western fronts. Germany speaks of very heavy gunnery in the West, more especially in the Argonne. From qualified and neutral sources we are again hearing much about huge German concentrations of men and guns along the French and British front, with the suggestion that a great German attack is in process of formation. On the Eastern front a number of local encounters, mainly in favour of the Russians, are reported. The Russian advance in the Caucasus is chiefly concerned in clearing the country already captured from the enemy, and in pressing the advantage south of Erzurum, so that the town will be cut off from points of replenishment—Mush, particularly. There has been small fighting in the Hamadan district of Persia, in favour

of our Ally. About Kut the weather still continues to check movement. The garrison is apparently in good condition. Salonika has again seen no movement, though the French are said to have sent their cavalry out on reconnaissance work.

The mystery of the Elder-Dempster liner *Appam* has at length been solved, and in a manner as dramatic as anything in the annals of war.

She was brought into the American port of Norfolk by a German prize crew as a prisoner of war. It appears that she was taken by a specially designed German war-ship, the *Ponga*, which, having evaded the patrols in the North Sea, is now at large. This ship is designed like a freighter above water, though she has cruiser lines beneath the water-mark, and can steam twenty-five knots. When approaching the *Appam* her identity could not be discovered until she was within gun-shot; then, at a touch, her false fore-castle-head fell away, showing a heavy armament. Vessels overtaken by this ship have no choice but to surrender, though one British vessel, the *Clan McTavish*, put up a grim and unequal fight with her, and was sunk after many of the crew had been killed. The question of the *Appam's* status—whether she is a war-prize or not—is engaging the attention of the consular bodies. Meanwhile, all the passengers and crew have been landed, and are returning to this country.

W. DOUGLAS NEWTON.



HOW THE FRENCH GOVERNMENT TAKES CARE OF ITS MEN: FRESH CLOTHING FOR TROOPS.

It is common knowledge that no British troops in any previous war have ever been so looked after in the matter of clothing as our men at the front to-day. The French Government is equally careful for its soldiers in the matter. Above we see a consignment of fresh uniforms for French troops in the trenches just arrived at a depot near the fighting zone, to replace trench-soiled and worn-out uniforms.—[Official Photograph, supplied by Newspaper Illustrations.]

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LONDON: FEB. 7, 1916.

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DOUGLAS NEWTON.



TO KEEP OUT GERMAN POISON-GAS AT NIGHT: A PROTECTIVE CURTAIN FITTED TO A FRENCH DUG-OUT.

The asphyxiating gases which the German has introduced into modern warfare not only sweep along the surface of the ground, but penetrate into the dug-outs. The danger of men being overcome by the fumes while in their dug-outs is naturally greater during the night, when many would be resting, and a discharge of gas by the enemy might not be so readily perceived. In order to guard against such a

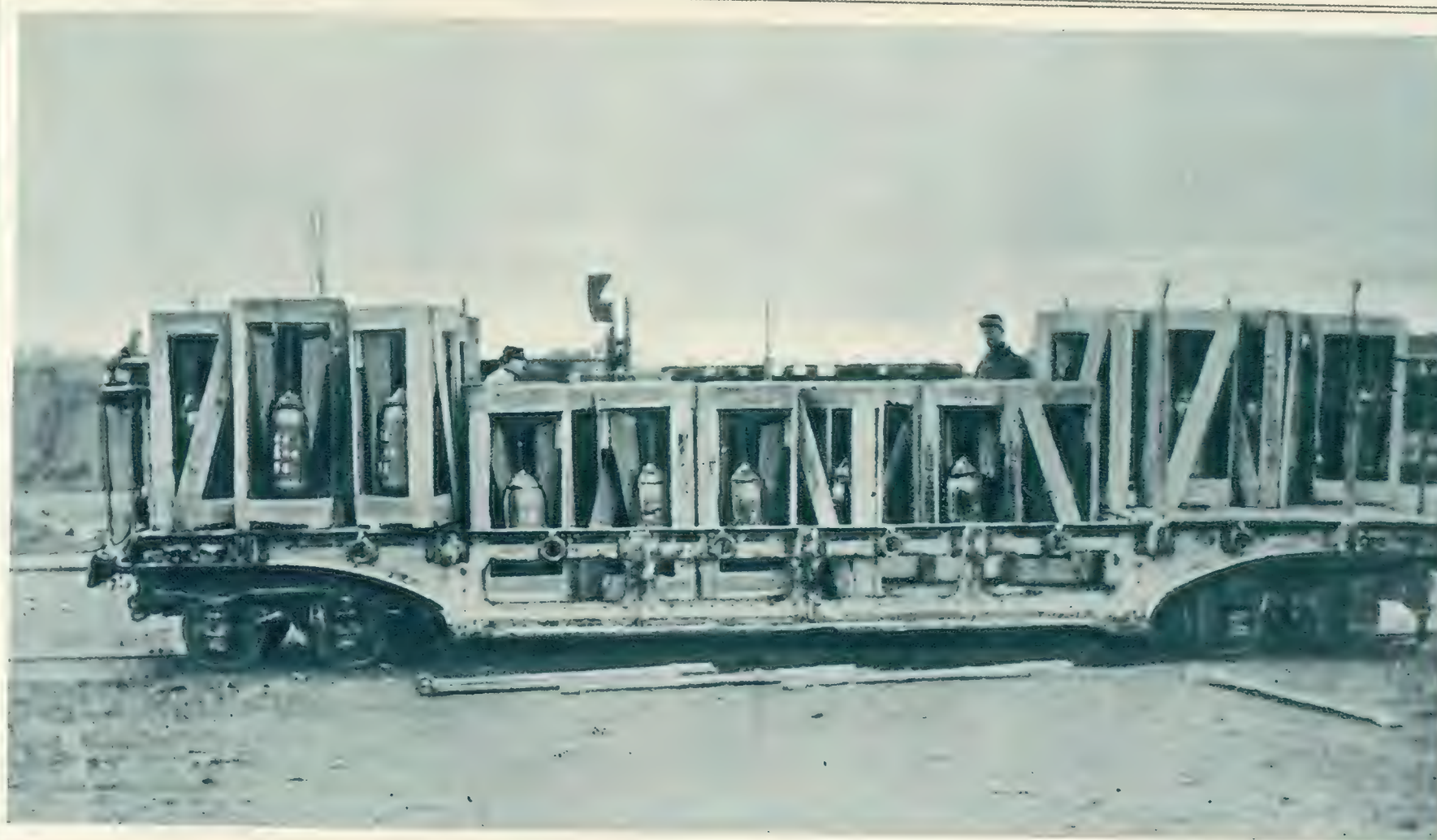
contingency, it has been found necessary to adopt protective measures, which have taken the form of curtains that can be drawn down over the entrance of an underground shelter. Our photograph shows a curtain of this kind fixed to a dug-out in the French lines. At the entrance is an officer masked, and within is another figure.—[French Army Official Photograph; supplied by Newspaper Illustrations.]



HINDENBURG AT ZEPPELIN'S HEADQUARTERS ! A WAR-MONUMENT AT FRIEDRICHSHAFEN.
This new monument to the prowess of Field-Marshal von Hindenburg appears to be, like his monstrous effigy at Berlin, of the nail-studded order. The decorative pattern at the base of the pedestal, it may be noted, is incomplete. Perhaps some day the work may come under the hammer in another sense. Friedrichshafen, on Lake Constance, is the headquarters of Zeppelin - building.— [Photo. by Photopress.]



A REMINISCENCE OF GALLIPOLI : LIFE IN DUG-OUTS BEFORE THE EVACUATION.
Although the Gallipoli campaign is over, interest is still keen in details of the life which our gallant troops lived there for eight months under practically continuous fire. No apology, therefore, need be offered for giving this photograph, which has only just come to hand, illustrating the conditions under which officers and men spent much of their time when off duty.— [Official Photograph, supplied by C.N.]



BIG SHELLS FOR USE AGAINST THE BOCHES: A FRENCH RAILWAY MUNITION-TRANSPORT VEHICLE ON THE WAY TO THE FRONT.

The manufacture of munitions, and, in particular, of high-explosive projectiles for heavy artillery, is proceeding in France on the same wholesale scale and with the same energy everywhere that are being displayed in England. Already, also, as the Paris communiqués recording the continuous bombardments of the enemy's lines at many points indicate, and as is confirmed by other reports from the Western

front in general, the big shell output is proving very satisfactory. As rapidly as the shells are made at the various munition works, they are put on the train and sent off by railway to the front. One of the special transport-vehicles employed in France for the carriage of heavy projectiles is shown in the above illustration while en route for the trenches loaded up with big shells.—[Photo. by S. and G.]

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aph, supplied by C.N.]



THE ZEPPELIN RAID ON PARIS: A FIVE-STOREY HOUSE COMPLETELY WRECKED.

The barbarous cruelty and military uselessness of Zeppelin raids were again demonstrated in the attack on Paris on the night of Saturday, January 29. No results of military importance were achieved, but only the senseless slaughter of a number of civilians, including women and children. The casualties were given as 29 killed and about 30 injured. One particularly cruel case was the destruction of the



SHATTERED BY A ZEPPELIN BOMB: A HOUSE IN A PARIS SUBURB.

whole family (united for the first time since the war began) of a soldier home on leave. One five-storey house was wrecked by a bomb which crashed through it from roof to basement, as shown in the left-hand photograph above. A second raid took place on the following night, and 17 bombs were dropped near Paris, but all fell on open ground, doing, it is said, no damage.—[Photos. by Newspaper Illus.]



PARIS SUBURB.

on leave. One five-storey
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otos. by Newspaper Illus.]



NEARLY A TERRIBLE DISASTER: WHERE A ZEPPELIN BOMB PIERCED THE PARIS METROPOLITAN RAILWAY JUST AFTER A TRAIN PASSED.

One of the thirteen bombs dropped on Paris in the first of the recent raids—that of January 29—bored a deep hole in a boulevard and fell through into the tunnel of the Metropolitan Railway. A crowded train had only just moved away from a station there, thus providentially escaping a terrible catastrophe. Some of the bombs dropped were very heavy, varying between 226 lb., 143 lb., and 125 lb.

in weight. The total damage to property, chiefly private dwelling-houses, done by the bombs within the space of about three minutes, has been estimated at £40,000. All the bombs fell in one district, within an area of about half a mile. Our photograph shows a crowd looking at the hole in the road made by the bomb which pierced the railway-tunnel.—[Photo. by Topical.]



THE CARE OF BRITISH "CASUALTIES," AT SALONIKA: HOW OUR SICK ARE TRANSFERRED ON LIGHTERS TO THE HOSPITAL-SHIPS.

Since the Franco-British forces took up their fresh positions nearer the coast at Salonika, the casualties, in the absence of the enemy, have no doubt been cases of illness or accident. Climatic conditions have probably accounted for some. "The sudden spells of bitter weather," wrote Mr. G. Ward Price from Salonika recently, "are a great part of the trials of troops campaigning in winter in the Balkans. Yet

the little columns of half-frozen Englishmen one met, heavily laden but slogging steadily on against the biting, damp wind, had no expression but one of endurance on their faces. The encampment for which they were making for the night consisted of two or three rows of little shelter-tents of brown canvas, huddling down on to the snow."—[Official Photograph, supplied by C.N.]



"ON THE REMAINDER OF THE FRONT THERE WAS NO CHANGE": A MID-WINTER DAY VIEW BETWEEN THE LINES.

"On the remainder of the front there was no change." That has become a commonplace in the despatches in these days, when the general difficulties of winter warfare in Flanders and Northern France prevent military movements on any extended scale taking place. Daily bombardments of the opposite trenches occur at many points, in which the well-supplied artillery of the Allies almost invariably

more than holds its own, and desperate German attempts to break through at places are made spasmodically at intervals—usually, as near Ypres recently, without success; but over the front, as a whole, day after day, "there is nothing to report." Scenes of desolation emphasise the stagnation.—[Drawn by A. Trent from a Sketch by Frederic Villiers, War-Artist of the "Illustrated London News."]

ITAL-SHIPS.

slogging steadily on against faces. The encampment for little shelter-tents of brown C.N.]

Little Lives of Great Men.

LVI.—SIR PERCY LAKE.

LIEUT.-GENERAL Sir Percy Henry Noel Lake, commanding the British forces in Mesopotamia, was born on June 29, 1855, and is the son of Lieut.-Colonel P. G. B. Lake, late of the 54th and 100th Regiments. General Lake was educated at Uppingham, and in his eighteenth year he was gazetted to the 59th Foot. Ten years later he became Captain in the East Lancashire Regiment. Promotion came somewhat slowly, for it was another eight years before he obtained his Majority, and yet again eight years elapsed before he obtained the brevet rank of Lieut.-Colonel. The higher steps came in quicker succession: he was Colonel in 1902, Major-General in 1905, and Lieut.-General in 1911. But the years had been full of work. General Lake saw his first war service in Afghanistan, for which campaign he holds the medal. Later, he was assistant to the Field Engineers, and on returning home he passed the Staff College with honours. In 1884 he was again on active service in the Soudan, and in the following year he was at Suakim. For his services in Egypt he holds the Soudan medal with clasp and the bronze star. He was thereafter Deputy-Assistant-Adjutant and Quartermaster-General, and from 1887 to 1890 he acted as Staff-Captain and Deputy-Assistant-Adjutant-General for Intelligence at Army Headquarters. By this time his talents had been recognised, and he received an appointment out of the usual routine of promotion. This was his membership, during 1891-1892, of Lord Wantage's Committee on Terms of Service in the Army. Upon



LIEUT.-GENERAL SIR PERCY HENRY NOEL LAKE, K.C.M.G., C.B.,
COMMANDING THE BRITISH FORCES IN MESOPOTAMIA.

Photograph by Elliott and Fry.

that board General Lake did excellent work. He was next sent to Ireland, where from 1892 to 1893 he was Deputy-Assistant-Adjutant-General for the Dublin District. His next appointment took him once more abroad, but this time to the West instead of the East; and for the five years, from 1893 to 1898, he served as Quartermaster-General of the Canadian Militia, still further increasing his reputation by his discharge of that duty. Returning home in 1899, he took up the office of Quartermaster-General of Army Headquarters, and for the next five years in that responsible post he increased his already great knowledge of the purely business side of the soldier's profession. The year 1904 found General Lake Chief Staff Officer of the Second Army Corps, with which he remained for one year, and was then sent once more to Canada, where for another three years he acted as Chief of the General Staff of the Canadian Militia. He remained in the Dominion until 1910, and for the last two years of his residence there he was Inspector-General of the Canadian Militia, with which force he has been associated in all for ten years. From Canada he returned to India as a Divisional Commander, and held that post from 1901 to 1912. In the latter year General Lake became Chief of the General Staff in India, and held that office until he received his present command. In 1902 he was created C.B.; in 1905, C.M.G.; and in 1908, a Knight-Commander of St. Michael and St. George. Sir Percy married, in 1891, Hester, daughter of Mr. H. Woodyer. He is a sportsman, an excellent shot, and a tennis-player. It is almost a distinction, as soldiers go nowadays, that he confesses to no books or pamphlets.

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OUR FAR-FLUNG LINE OUTSIDE SALONIKA: BRITISH SOLDIERS CONSTRUCTING DUG-OUTS FOR THEIR OFFICERS IN THE HISTORIC SOIL OF MACEDONIA.
The Franco-British position a few miles north of Salonika occupies an arc of about fifty miles in length. The British force holds the right flank, the line running through the chain of lakes across the head of the Chalcidice peninsula. Many miles of new roads have been made, largely by Greek labourers, for the British Army. "But beyond where our lengthening highways end," writes Mr. G. Ward Price, "below the hills on the lower level of the lakes, there is no road except the light brown track which the scanty traffic of the district has worn across the waste. . . . In the midst of this desolate land you come suddenly across the incongruous signs of British occupation. Sometimes it is a cluster of bell-tents . . . or a party digging trenches, or an R.E. linesman on a motor-bicycle."—[Photo. by Topical.]



LIKE AN OLD-FASHIONED MILKMAN: AN INGENIOUS A.S.C. MAN IN THE BALKANS. The older hands of the Army Service Corps are full of ingenious contrivances for facilitating their work. In the Balkans they have plenty of opportunity for making use of such devices. The man here seen has improvised a yoke for carrying buckets, after the manner of the old-fashioned milkman. The stick, it will be noticed, is padded behind his neck, apparently with a rolled overcoat.—[Photo. by Topical.]



A "LAZY-TONGS" TRENCH-PERISCOPE: A SCOTTISH OFFICER IN THE BALKANS. Periscopes, or hyperscopes, as they are sometimes called, have become a commonplace of trench-warfare, but the one shown above is of a type that is apparently new, or at any rate, unfamiliar. It is made to elongate on the "lazy-tongs" principle. The photograph was taken in a British trench in the Balkans, and the apparatus is being used by a Scottish officer.—[Photo. by Topical.]



DECORATED WITH OLD BOOTS, SLICES OF BACON, GLOVES, AND CANS OF BULLY BEEF! A SCOTS NEW YEAR'S TREE IN THE BALKANS.

As everyone knows, the Scots keep New Year's Day as an occasion for festivities more than Christmas. In London, for instance, the assemblage outside St. Paul's on New Year's Eve, of persons hailing from north of the Tweed, was until the war a time-honoured event. Campaigning in the Balkans in winter does not offer great scope for such celebrations, but, as our photograph shows, the Scots made the best

of it with the limited materials available. The group illustrated is a party of regimental cooks, belonging to a Scottish regiment. They have decorated their tree, in the absence of the customary accessories, with a heterogeneous assortment of articles—boxes, bottles, stockings, boots, gloves, horns, biscuits, slices of bacon, and cans of bully beef.—[Photo. by Topical.]

IN THE BALKANS.
Commonplace of trench-warfare.
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in a British trench in the
[Photo. by Topical.]



THE RALLY OF THE SONS OF THE BRITISH EMPIRE: NEW ZEALANDERS IN EGYPT OFF TO A NEW FIGHTING FRONT.

With the Australians, their neighbouring kinsfolk, the New Zealanders have won a renown for battlefield valour that will endure as long as the Empire lasts. Nothing finer is on record, or surely can ever be placed on record, than the doings of the "Anzac" troops at the Dardanelles—as the conjoined initials of the Southern Cross make the now immortalised name—A(ustralia) N(ew) Z(ealand) A(rmy).

C(orps). Photograph No. 1 shows New Zealand Mounted Rifles on a desert march in Egypt; No. 2 shows the same corps leaving a camp for a new fighting front; No. 3 is a camp scene, showing men reading orders on a camp notice-board; and No. 4, Another camp scene—a baggage-cart being shifted by Egyptian natives.—[Photos. by Record Press.]



FRONT.

rt march in Egypt; No. 2
a camp scene, showing men
a baggage-cart being shifted



THE RALLY OF THE SONS OF THE BRITISH EMPIRE: AUSTRALIANS LEAVING CAIRO FOR A NEW FRONT.

The Near East has been the quarter in which the Australians have seen most of their fighting and have achieved a deathless fame, particularly for their marvellous deeds at the Dardanelles. Similarly, in Flanders, the equally magnificent fighting qualities of the Canadians have been the admiration of the whole Empire. The marvellous rally to the Flag of the splendid soldiers of the Southern Cross, equally

with the men of South Africa, India, the West Indies—from, indeed, all the world, has done more to weld the Empire together than a century of Conferences could. Photographs Nos. 1 and 2 show Australian baggage-waggons leaving Cairo by road and rail for a new front; No. 3 shows Australian cavalry marching out for the same destination; and No. 4, Australian infantry.—[Photos. by Reuters Press.]



"KNIFE-RESTS" MADE IN GERMANY: A SECTION OF THE ENEMY'S WIRE ENTANGLEMENTS READY FOR THROWING OUTSIDE THE TRENCHES.

Our readers may remember that in our issue of January 12, we gave a sketch from the front showing two British soldiers throwing out in front of their trenches a section of wire entanglement constructed on the "knife-rest" principle. Here we illustrate a similar contrivance as used by the Germans. These "knife-rests" are used where the opposing trenches are so close together that it is impossible for

working parties to go out in the daytime to construct entanglements or repair defences. At night, also, men could not remain outside the trenches for any length of time owing to the continual illumination of the space between the trenches by flares or star-shells. Two men, however, can throw out a "knife-rest," exposing themselves only for a few moments.—*Photo. by Underwood and Underwood.*



TRENCHES.

ences. At night, also, continual illumination throw out a "knife-
underwood."



UNOFFICIALLY CONNECTED WITH MR. LLOYD GEORGE'S DEPARTMENT! THE ELEPHANT MUNITION "WAR-WORKER" AT SHEFFIELD.

A popular war "sight" for Sheffield people is shown in the above illustration. The elephant in question, seen at work in the streets of the city, belongs to a menagerie and has been hired by a firm engaged on war work for cartage with a lorry and helping in hauling heavy loads. It does, it is stated, the work of five horses, drawing eight tons easily. Everyone, of course, knows the story of how the

elephants at Moulmein, in Burmah, are regularly employed in hauling teak logs, as told in Kipling's verse. In the Indian Army elephants were used in ancient times with the heavy artillery, both in the old Mogul Empire days and in recent years in the Hyderabad Contingent for drawing the big position-guns.—[Photo. by Topical.]



THE KING OF BEASTS AS "AN INCIDENTAL ENEMY" IN EAST AFRICA! A LION AND LIONESS, RAIDING A BRITISH POST TO ROB

The excitements of fighting the Germans in East Africa have more than once been varied by encounters with a nobler beast, the lion. Describing the incident here illustrated, which occurred at a British post on the German East African frontier, a Reuter message said recently: "On November 1 lions appeared on the scene, and with great daring got into a kraal containing a number of animals for food for the garrison which was very near to one of the British pickets, and killed 40 sheep and goats." A gun was set, which killed a full-grown cub, yet the new Three-quarters of away." When



LIONESS, RAIDING A BRITISH POST TO ROB A KRAAL, COME UNDER FIRE FROM OFFICERS ON THE WATCH FOR THEM.—DRAWN BY FRÉDÉRIC DE HAENEN.

ing the incident here illustrated, which
ene, and with great daring got into a
A gun was set, which killed a full-grown

cub, yet the next night the lions returned and secured the rest of their prey. "On the following night, a trap having been cut and covered in, a number of officers watched in the trenches. Three-quarters of an hour later a shot rang out, but, as nothing happened, the party remained on the watch until after midnight. Next morning a fine big lioness was found not 30 yards away." When shot, the lioness had sprung forward on top of the trench, but had afterwards attempted to make off.



THE REINFORCING OF GENERAL AYLMER'S KUT RELIEF FORCE: TROOPS GOING UP THE TIGRIS ON BOARD A RIVER-STEAMER.

Thanks to the regular highway that the Tigris affords, providing an ever-available line of communication between General Aylmer and the Persian Gulf, continuous reinforcements of troops are being sent up to the front in Mesopotamia by steamer as fast as the men are disembarked from the sea-going transports. In that way the already powerful force assembled under General Aylmer for the relief of General

Townshend's column at Kut has been still further strengthened steadily for the move forward in force as soon as the heavy rains ceased and rendered the intervening flat country to Kut practicable for active military operations. Troops are conveyed up the Tigris on shallow-draught river-steamers, which also either carry munitions on board or else tow flats and lighters laden with stores.



THE MAN WHO IS KEEPING THE BRITISH FLAG FLYING AT KUT-EL-AMARA: MAJOR-GENERAL TOWNSHEND, C.B., D.S.O.

Major-General Charles Vere Ferrers Townshend made his mark when a Lieutenant by his brilliant defence of the fort at Chitral in the Indian frontier campaign of 1898. It led to rapid promotion, and the gallant officer—always a keen soldier and student of war—set himself to qualify specially for any active service command that might be offered him. Making Napoleon his model, he gave his spare time to

studying Napoleon's campaigns from every point of view, also utilising his furloughs for visiting practically every battlefield where the Emperor commanded. He made also a close study of the German Army and the possibilities of an attack on France through Belgium—exactly as happened in 1914. He is fifty-four, and heir-presumptive to the Marquess Townshend.—(Photo. by Elliott and Fry.)



HOW INDIA IS GALLANTLY TAKING HER SHARE IN THE WORLD-WIDE WAR: AN INDIAN MOUNTAIN-BATTERY ON THE TIGRIS.

It is through the India Office that the official telegrams from our Expeditionary Army in Mesopotamia reach London and are communicated to the public, the troops engaged being largely native regiments from India under the command of officers of the Indian Army. Sir Percy Lake and Generals Ayler and Townshend are Indian Army Generals, as also was General Nixon, the late Commander-in-Chief.

In addition to the campaign in Mesopotamia, Indian troops are and have been taking part in the fighting in all the theatres of war, except in West Africa and South Africa—in Flanders, at the Dardanelles, in Egypt, in East Africa; and always with distinction. Many of the contingents of the native Indian Princes are fighting side by side with our Indian Regular Army sepoy.—[Photo Illustrations Bureau.]



WITH A BRITISH ESCORT IN ATTENDANCE: THE BURIAL OF A SERBIAN SOLDIER—A SERBIAN PRIEST OFFICIATING.

The dignity which is inseparable from Death is present in simple but impressive form in our picture of the burial of one of those heroic Serbian soldiers who fought and fell side by side with men of the British forces in the Balkans. A Serbian priest is shown conducting the solemn service in a sterile barren characteristic of the arid field on which the soldier was killed. Full military honours were

accorded to the comrade of our troops, by whom an escort was provided; and two Serbian officers also paid the last tribute to the dead. The Serbs, by the fortune of war, have fallen on evil days, but nothing can efface the memory of their heroism in the field or their patience under hardship. In the end, they will be among the victors.—[Photo. by Topical.]

THE TIGRIS.

been taking part in the in Flanders, at the Dar- contingents of the native Photo Illustrations Bureau.



AFTER DECORATION BY THE KING: PIPER DANIEL LAIDLAW, V.C.; AND HIS WIFE. Piper Laidlaw, V.C., King's Own Scottish Borderers, was decorated by his Majesty, at Buckingham Palace, on February 3. Our photograph shows him leaving the Palace, with his wife. The King asked Piper Laidlaw how his wound was progressing, and shook hands with him. He won his Cross at Loos, by playing on the parapet of his trench, under fire, to hearten his company.—[Photo. by C.N.]



DECORATED BY THE KING: SERGEANT ISSY SMITH; WITH HIS MOTHER AND SISTER. Sergeant Issy Smith, V.C., 1st Battalion, Manchester Regiment, who is seen in our photograph, with his mother and sister, leaving Buckingham Palace on February 3, after having been decorated by the King. won his Cross for conspicuous bravery and great gallantry at Ypres, when, exposed to heavy fire, he carried a wounded man 250 yards, to safety, and brought in more, regardless of personal risk.—[Photo. C.N.]



OTHER AND SISTER.
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FOUR GALLANT BROTHERS WHO ANSWERED THE COUNTRY'S CALL: SIR GEORGE DASHWOOD'S SOLDIER SONS, TWO OF WHOM HAVE FALLEN.

Few distinguished families can show a finer record than that of Sir George, Bt., and Lady Dashwood. Of their seven sons, two of five serving in the Army have been killed. Their second son, Capt. E. G. Dashwood, 4th Batt. Oxford and Bucks Light Infantry, was killed at Ploegsteert on May 12 last; and the fifth, 2nd Lieut. L. A. Dashwood, of the same regiment, at Festubert, on May 15. The eldest son,

Major R. H. S. Dashwood, is also in the O. and B.L.I. (3rd Batt.) Our photographs show: (1) The late Capt. E. G. Dashwood; (2) Private H. G. Dashwood, Canadian Grenadier Guards; (3) Lieut. W. J. Dashwood, Royal Fusiliers; (4) The late Lieut. L. A. Dashwood. Sir George was formerly in the Scots Guards, and is now Hon. Major O.L.I.—[Photos. by W. and D. Downey.]



VISCOUNT FRENCH AS COMMANDER-IN-CHIEF OF THE HOME FORCES: AN INSPECTION OF HOME SERVICE MEN AND RECRUITS.

On relinquishing the command of the British armies in France and Flanders, Sir John French was appointed Commander-in-Chief of the Home Forces, and was raised to the Peerage as Viscount French of Ypres and of High Lake in the County of Roscommon. His first public appearance in his new capacity was at a review of troops at Newcastle on January 26, and an inspection of coast defences there.

On January 31, accompanied by a number of Southern Command Staff officers, he inspected huts and troops. Our photographs show him: (1) Inspecting home service men; (2) Watching Derby recruits at bayonet-drill; (3) Shaking hands with officers at an inspection of recruits; (4) Watching men digging trenches; (5) Inspecting practice trenches.—[Photos. by Farrington Photo. Co.]



RECRUITS.

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A WRECKED MIRROR-FACTORY AS AN ENEMY OBSERVATION-POST: RUINS OF A BUILDING SO USED BY THE GERMANS AT DIXMUDE.

The observation-post plays a most important part in modern war—in particular, for artillery. In these days of mathematically calculated accuracy of aim, and long-range fire at targets often invisible to the gunner himself, it is essential to have an observer posted at a spot where he can see the target and communicate by telephone the results of his observations to the men working the guns. Usually an

observation-post is placed some way ahead of the battery. - Often some high building is utilised for the purpose, and the work of the observer is, of course, extremely perilous. The photograph shows the ruins of a mirror-factory on the Yser at Dixmude, used as an observation-post by the Germans. It has been strongly fortified and defended with machine-guns.—[Photo. by C.N.]



SPORT IN WAR: BRITISH OFFICERS SERVING IN EAST AFRICA FIND OCCASIONAL OPPORTUNITIES FOR GAME-SHOOTING.

The African theatres of war afford greater opportunities for officers, when off duty, to obtain some relaxation in the form of sport than do the regions of fighting in the West. It may be recalled that General Sir Horace Smith-Dorrien was recently appointed as Commander-in-Chief in East Africa, and after spending some time in South Africa, where a large contingent has been raised for work in East

Africa, he proceeded to the scene of operations. His first report, which marks a new phase in the campaign, was issued by the War Office on January 26. It stated that "on January 24 our troops advanced from Mbuyuni (15 miles east of Taveta) and drove off a small force of the enemy, which was holding Sengeneti camp, 4 miles west of Mbuyuni, and occupied the camp."



FRANCE'S APPRECIATION OF SIR DOUGLAS HAIG: THE GRAND CROSS OF THE LEGION OF HONOUR PRESENTED BY GENERAL JOFFRE.

Sir Douglas Haig has added the Grand Cross of the Legion of Honour to his British honours of the G.C.B., the K.C.I.E., and the K.C.V.O. The decoration was presented to him on parade by General Joffre, as Generalissimo of the Allied Armies on the Western front, the honour being designed by the French Government to signalise Sir Douglas Haig's appointment to the British Chief Command in suc-

cession to Lord French of Ypres. Sir Douglas, in May last, while at the head of the First Army of the British Expeditionary Force, was specially appointed Grand Officer of the Legion of Honour in recognition of his brilliant leadership earlier in the war. Sir Douglas Haig is Colonel of the 17th Lancers, which is, curiously, one of the few British regiments which never fought with the French in bygone wars.



"FISHING" FOR SERBIAN ARTILLERY: BULGARIANS SEARCHING THE RIVER AT NISH FOR GUNS ABANDONED IN THE RETREAT.

As they fell back, the Serbian rear-guards did their best to retain their artillery; but the task proved impossible. The condition of the mountain roads and the snow, together with the exhausted state of the gun-teams, rendered it impossible to get the guns along, except at a slow pace, which exposed the rear-guard troops to the chance of being overtaken and cut off from the main army they were covering.

The guns had to be sacrificed, all but a few field-pieces which managed to cross the Albanian frontier. The others were either abandoned on the road after being disabled, or rolled down ravines among the mountains, or thrown into the rivers. Some were capsized over the bridge at Nish, where the Bulgarians seen in the illustration are searching the bed of the stream.—[Photo. by S. and G.]



THE RETREAT.

to cross the Albanian frontier.
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S. and G.]



A GERMAN VERSION OF THE SERBIAN DEFEAT: THE REMOVAL OF CAPTURED SERBS "AFTER THE BATTLE OF THE BLACKBIRD FIELDS."

The enemy have always shown themselves prone to exaggerate the losses of the Allies, both in writing and in illustrations, and this drawing from a German paper may well be regarded as a case in point. The title given to it there may be translated thus: "After the battle on the Amselfelde [literally, "Blackbird Fields"]: The removal of captured Serbs." Looking up the word "Amselfelde" in a

gazetteer, we discover that it is the German name for the Plains of Kossovo, the scene of so many battles in Balkan history. In this connection it may be recalled that after the retreat of the Serbians, an official Serbian communiqué pointed out that their losses had been, as usual, greatly magnified in the enemy's reports. The bulk of the Serbian Army escaped and has since been reorganised.

HOW IT WORKS: LV.—GUN EMBLEMENTS AND CONCEALMENT.

WHILST success in artillery operations is, as it always has been, dependent on the efficient concealment of the battery in action, the advent of the aeroplane as a scout has made such concealment a more difficult matter. Consequently, gun-positions which in the past would have been perfectly satisfactory are to-day comparatively useless. In order to meet this difficulty, it is usual to paint guns and limbers with splashes of various colours, so as to make them blend as far as possible with the surrounding landscape.

In selecting a position for a battery it must be remembered that an object is clearly seen on the sky-line which would be practically invisible if situated on the face of an incline in full view of the observer but with a background of earth instead of sky. It is, therefore, advisable to select a battery position on the face of a slope (A—Fig. 5) rather than one just behind the ridge (B—Fig. 5), as the latter would involve a sky-line background for guns other than howitzers (Fig. 4), and for the observers in any case.

If the gun-position is such that it may be necessary to retire the guns from time to time during daylight, a position behind the ridge is a better one than that on the face of the slope, as such an operation would in the latter case involve exposure on the crest during transit. A screen erected behind a field-gun is often more effective than one placed in front, as the latter must be low enough for the weapon to fire over it, whilst the former can be of any desired height, and gives good concealment from the enemy's position if its colour blends with that of the gun, etc. Field-guns operating on open ground may be concealed in

"gun-pits" or by "epaulements" (Fig. 3). In the former, a pit is excavated the floor of which slopes downwards in the direction of fire to a depth of about $1\frac{1}{2}$ feet, a bank of earth about 3 feet high being erected in front of the position to the right and left, with the line of fire passing between them (Fig. 1).

A communication-trench enables the gun-crew to bring up ammunition, etc., without exposing themselves. When the field-work known as an epaulement is used, the gun stands on the surface of the ground, and a bank of earth is extended across the front of the position, this bank being about 1 foot high in its centre—over which the line of fire passes—and $3\frac{1}{2}$ feet high at each end. The same arrangement of communication-trench is adopted as in the case of the gun-pit.

The decision as to whether a gun-pit or an epaulement is preferable depends, of course, on local conditions. A gun-pit is constructed in less time than an epaulement, as less earth is required to form its embankment, the bulk of this earth being taken from the pit which accommodates

the gun. The epaulement (Fig. 2) is generally worth the extra time that it requires to construct when sufficient time is available. In this case the gun stands on an undisturbed and consequently firm surface, while its discharge is not so liable to raise dust and so betray its position.

Dry earth in the immediate vicinity of a gun is always well watered to keep down the dust, or, when water is not available, covered with hides or gun-sheets. When any excavations have to be made, disturbed surfaces should be covered with turf, branches, or other natural substances, so as to make them blend with their surroundings, and in that way avoid attracting attention.

[Continued opposite.]

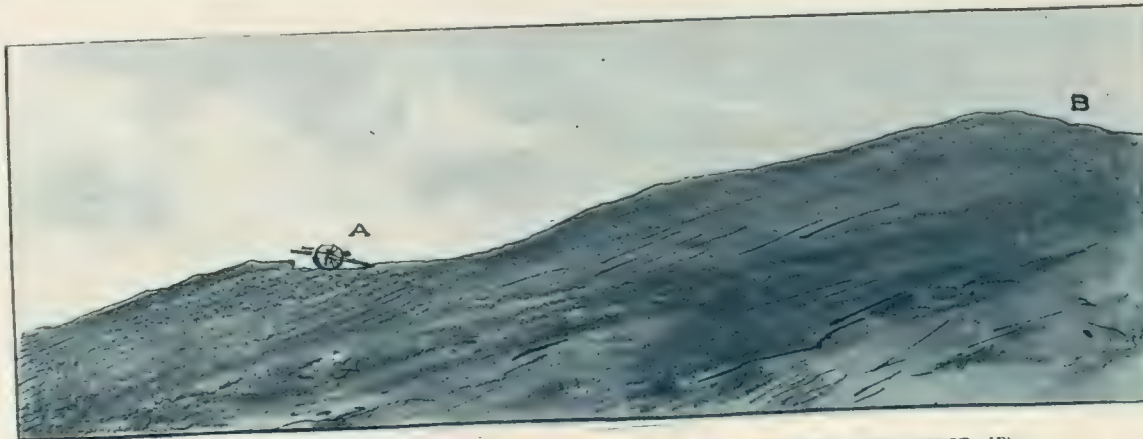


FIG. 5: GUN-EMPLACEMENTS ON A HILL-FACE (A) AND BEHIND THE CREST-RIDGE (B).

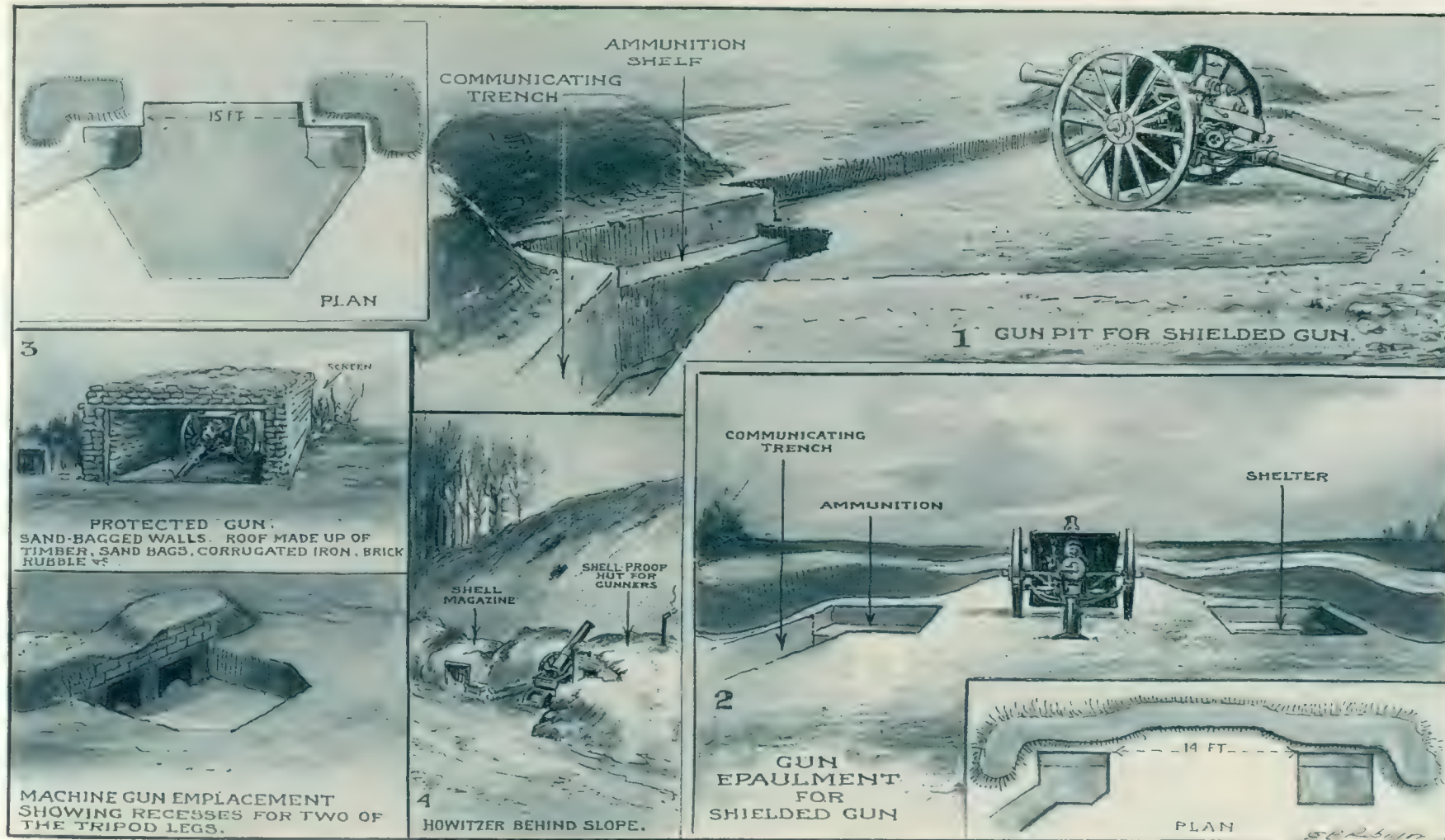
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HOW IT WORKS: LV.—GUN-EMPLACEMENTS—GUN-PITS AND EPAULEMENTS.

[Continued.]
A comparatively permanent fortification is formed by a system of deep gun-pits with earth-covered roofs linked together by underground passages in which are situated isolated magazines containing reserve ammunition, these magazines being so far apart that the explosion of one of them is not likely to endanger the others. A subterranean tramway sometimes connects the fortification with the ordnance

depôt and serves to keep up the supply of ammunition, stores, food, etc. This class of gun-pit, it should be noted, is suitable for howitzers only, the high-angle fire of the howitzer permitting it to be placed well below the parapet of the pit. As will be seen, the location of the artillery in action is a matter of only secondary importance to the calibre and reliability of the guns themselves.



AT KUT-EL-AMARA—ON THE BANKS OF THE TIGRIS: PICTURESQUE DWELLERS IN THE TOWN HELD BY GENERAL TOWNSHEND.

Kut-el-Amara or Kut, which is the only name by which the natives know it, is the chief town of a Turkish district, and was the headquarters and residence of a Governor subordinate to the Governor of Bagdad. Before the war, it was a regular stopping place for the trading river-steamers between the Persian Gulf and Bagdad, from which it is distant some 90 miles. The population is about 4000; and

Kut boasted of a large bazaar for local trade. Many of the better houses are of brick, plundered by the builders from the ruins of ancient Babylon, not many miles away. Below Kut the Tigris waters are largely drawn off by the Shat-el-Hai and four other branch streams to the Euphrates; above, the river is fairly deep to Bagdad.



WNSHEND.

uses are of brick, plundered by
Below Kut the Tigris waters
to the Euphrates; above, the



BOMBING FISH OFF CAPE HELLES! THREE MEN IN A BOAT ENGAGED IN NOVEL SPORT AT THE DARDANELLES.

The above is one of many photographs only just come to hand illustrating the life our men led in Gallipoli. The officers often went out in boats and bombed fish, sometimes getting quite a fine haul. Three are here seen at work off Cape Helles. Possibly the Turkish shells suggested the practice. Describing how our men used to bathe under shell fire in the summer, Mr. Ashmead Bartlett wrote:

"Everybody is endeavouring to reach the spot (i.e., in the water) where the shell has burst. Once there, all dive and disappear; a moment later they come up . . . each has now something marketable in his hand, a fish stunned by the explosion, which fetches a good price. . . . One caught in this manner produced joy in a dozen lonely bomb-proofs."—[Official Photograph, supplied by C.N.]



ONE OF THE LAST DAYS AT CAPE HELLES, AT THE DARDANELLES: "V" BEACH BEING SHELLED BY THE TURKS.

After the withdrawal from Suvla and "Anzac" the troops at Cape Helles were shipped with equal success. The enemy's army on the Peninsula were unaware of what was happening, although the everyday long-range bombardment from Turkish guns across the Dardanelles on the Asiatic side of the Straits was maintained on "V" beach. In the photograph a shell is seen bursting near the abandoned

hulk of the "River Clyde" landing-beach vessel. The photograph was taken just before the British left Cape Helles. The French, except a few men (one of whom is seen with his arm raised instinctively because of the bursting shell), had previously been withdrawn. Seddul Bahr was still held by the Royal Naval Division for the destruction party.—[Official Press Bureau Photograph, supplied by C.N.]



THE EVACUATION OF SUVLA: A DESTRUCTION-OFFICER HANDING OUT SPECIALLY PREPARED LANTERNS—ONE OF THE FINAL STAGES.

According to the published narrative of Mr. Ward Price, describing how the withdrawal of the troops at Suvla was carried out, the process of evacuation was spread over about ten nights, divided into three parts. In the first the bulk of the winter stores were embarked. That safely accomplished, without the enemy knowing what was going on, everything else was shipped off except sufficient food and

ammunition for the troops ashore. These were then moved off except the rearguard, and on the last two nights the men, guns, and transport animals were embarked. The last left were parties charged with the destruction of what could not be removed; and in the illustration one of the "destruction-officers" is seen serving out special lanterns to his party.—[Official Press Bureau Photograph, supplied by C.N.]

TURKS.

taken just before the British
h his arm raised instinctively
r was still held by the Royal
, supplied by C.N.]



THE WONDERFUL EVACUATION OF SUVLA: GUNS BEING SAFELY REMOVED IN BROAD DAYLIGHT WITHOUT DISCOVERY BY THE ENEMY!

"All the troops at Suvla and 'Anzac,' together with their guns and stores, have been successfully transferred with insignificant casualties to another sphere of operations." In those terms the War Office announced, on December 20, the accomplishment of what must certainly rank, for the masterly method of its execution, among the great exploits of the war, however unpleasant may be the fact that a

retirement from a position won at such cost was inevitable. In the photograph the removal of artillery and stores is seen in progress. A detachment with a field-gun on its carriage and some salvaged matériel is seen being towed out on an improvised raft to a transport on board which the gun will be shipped.—[Official Press Bureau Photograph, supplied by C.N.]



THE ENEMY!

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"THE LAST JOB" IN THE EVACUATION OF SUVLA: A "MIGHTY BONFIRE" OF BURNING STORES, SEEN FROM A BATTLE-SHIP.

Writing from "one of H.M. ships off Suvla" on December 20 (the day after the evacuation), Mr. G. Ward Price said: "The last job that remained to do . . . ashore was to set a light to the abandoned stores. Volunteers did this by means of time-fuses. . . . One had a splendid view of five great fires springing up one after another about four o'clock as the store dumps leapt into flames and soon into

one mighty bonfire a couple of hundred yards long. Further along the coast the 'Anzac's' forsaken bully-beef was burning fiercely too. . . . When the sun rose the Turks began their strangely erratic bombardment, first dropping shells into the bonfire at Suvla, then at the battle-ship which had been pounding the piers, and then in an irrational way all round."—[Official Photograph, supplied by C.N.]

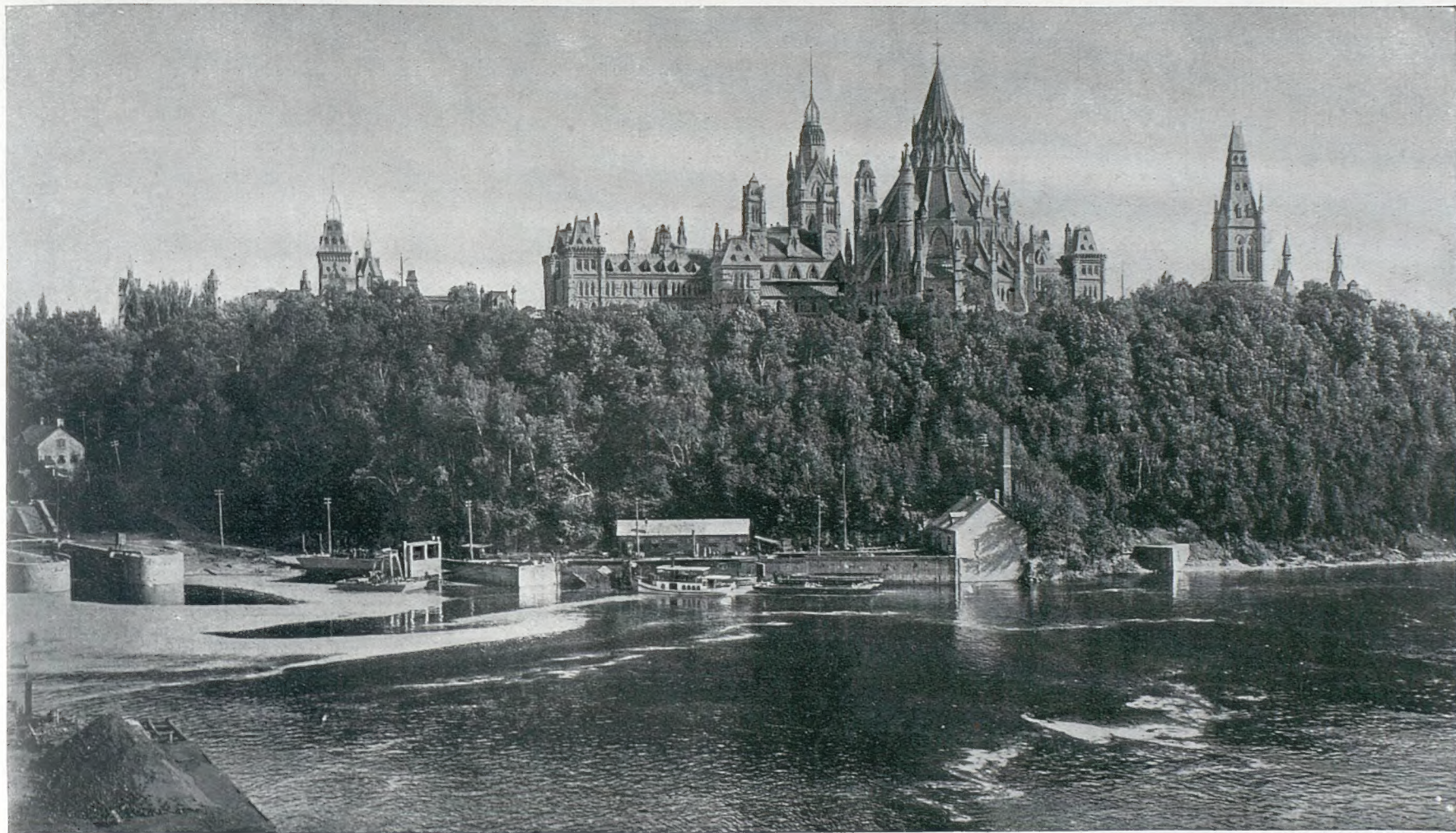


THE GREAT FIRE AT PARLIAMENT HOUSE, OTTAWA: THE FINE BUILDINGS, PRACTICALLY DESTROYED—THE SPEAKER'S HOUSE ON THE RIGHT.

The fire which broke out in the Reading-Room of the Parliament Buildings of Canada on the night of February 3, from causes at present unknown, is profoundly regretted throughout the whole Dominion, for Canadians were justly proud of the splendid buildings, the foundation stone of which was laid by King Edward VII., when, as Prince of Wales, he visited Canada and the United States in 1860. At least seven deaths are known to have taken place, including two lady-guests of Madame Sevigny, the Speaker's wife—Mesdames Bray and Morin, of Quebec; Mr. B. B. Law, Member for Yarmouth; and Mr. J. B. Laplante, Assistant Clerk in the House of Commons. Sir Robert Borden, the Premier, narrowly escaped, and Sir Wilfrid Laurier, ex-Premier, who was in a room nearer the main exit, also escaped.

[Continued opposite.]

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IN THE BUILDING IN WHICH THE FIRE STARTED: THE LIBRARY, WHERE 200,000 BOOKS WERE SAVED.

Continued.]

The glass roof of the Chamber fell in half-an-hour after the outbreak. H.R.H. the Duke of Connaught motored to the scene, and watched the fire from the car. In our first photograph the handsome building in the right-hand corner is the Speaker's House. In our photograph on the above page the picturesqueness of the site of the buildings on the Ottawa is very noticeable, and the big-domed building

seen over the trees is the Library of the House. The buildings are familiar to Londoners through the replica at the Crystal Palace, and it is not difficult to imagine the effect of the pile of buildings in winter, when the Ottawa River is frozen, and sports are held upon the ice. Anthony Trollope said of the central building: "I know no modern Gothic purer of its kind or less sullied with fictitious ornamentation."

RIGHT.

Sevigny, the
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A "ROUNDABOUT" FOR TESTING THE CARRIAGE-AXLES OF "75" GUNS: AT THE CREUSOT WORKS, THE CHIEF FRENCH WAR ARSENAL

The Creusot Works, owned by the celebrated Schneider firm, the French counterpart to Krupps, are the most important arsenal works in France. Guns of every size and type, and every kind of artillery material and gear, mechanism, and appliances, are manufactured by the Creusot establishment for the French Army, and also for the Navy. An appliance in one of the departments of the Creusot works is illustrated above. It evidences the extreme care bestowed on every detail of French ordnance manufacture. It shows the device employed for testing gun-carriages for the famous "75's." The carriages are run round the roundabout at a high speed, which tests the strength of the axles and frame, and quickly discloses any flaws.—[French War Office Photograph, supplied by Newspaper Illustrations.]